

# THE WAR DAY BY DAY

Fifty Years Ago.

Feb. 17, 1864—The Federal War Steamer Housatonic, a New Vessel, Was Destroyed by a Torpedo Launched by a Submerged Boat Outside the Bar at Charleston—Heroism of Men Who Gave Lives in the Attack.

(Written expressly for The Herald.)

Fifty years ago today the Federal war steamer Housatonic, a large and nearly new vessel, was destroyed by a torpedo launched by a submerged boat, outside the bar at Charleston.

The destruction of the Housatonic is notable in the naval annals of the war both for the revolutionary character of the craft, which delivered the blow that sank the vessel and for the supreme heroism of the crew that manned her.

The torpedo boat went down beside the ship it had mortally wounded without leaving any clue to the fate of the men within it. Not until after the war, when a diver found the torpedo boat in the sand beside the wreck of the Housatonic, was it possible to say what became of the men who had given their lives to sink an enemy's ship.

On the evening of February 17 the Housatonic was anchored outside the bar at Charleston, about five and one-half miles from the ruins of Sumter, on her usual station on the blockade.

There was but little wind and sea; the sky was cloudless and the moon was shining brightly. The vessel had the usual lookouts stationed at different points on deck.

About 5:45 the officer of the deck discovered a slight disturbance of the water, about 100 yards from the ship, in the direction of the beach. A quartermaster examined it with his glass and pronounced it a school of fish.

Closer scrutiny showed that the disturbance was caused by an object that looked like a plank approaching the vessel at a steady rate of speed, and aimed directly at the starboard side. An alarm was at once given. The crew was called to quarters. An effort was made to slip the anchor chain and back the ship away from the approaching object, which was now believed to be a submerged boat.

Ship's Stern Shattered.

Three minutes after the submarine boat had been first sighted it struck the side of the ship. A tremendous crash instantly followed. The entire starboard side of the Housatonic appeared to have been blown away. Timbers and a shower of heavy splinters were thrown into the air. A torrent of water rushed into the shattered hull. In a few seconds the heavily laden ship began to settle by the stern and to disappear beneath the water.

The crew endeavored to launch the boats, but all on the port side, which sank first, had been cramped, and most of those on the starboard side had been crushed by the explosion.

A few boats were launched and manned, but most of the seamen saved themselves by ascending the rigging. As the water was but twenty-eight feet deep, the hull of the vessel as she rested on the bottom was barely submerged.

All but five were rescued, and it was supposed that these had been killed or mortally wounded in the explosion. Capt. Charles W. Pickens, commander of the Housatonic, was on the quarter-deck at the time the ship was blown up. He was so seriously injured as to be unable to make a report of the accident.

A diver, who examined the wreck, reported that the captain's quarters were entirely demolished, and that the whole stern part of the ship had been crushed.

The Housatonic was rated as a steam sloop of 1,200 tons burden. She carried a battery of thirteen heavy guns, was built eighteen months old and had a crew of 160 men.

She was not the first of the blockading fleet against which an attempt had been made by a submerged torpedo boat. A torpedo had been exploded against the side of the ironclad frigate New Ironsides at Charleston bar, on October 3, 1862, doing considerable damage, but not sinking the ship.

Inventor Dies in Boat.

The boat that had attacked the New Ironsides was not built to be completely submerged, but had approached the vessel with its deck above the water. The boat used in sinking the Housatonic was a more advanced type, and was the invention of a citizen of Mobile, Horatio H. Hunley.

The boat was described as "shaped like a fish, made of galvanized iron, 20 feet long, 3-1/2 feet wide and 5 feet deep." It was propelled by a shaft worked by seven or eight men. Its top speed was less than three miles an hour.

The inventor had claimed that the boat could be submerged to any required depth and could remain under water several hours. He had offered the boat to Gen. T. G. Beauregard, commanding at Charleston, and it had been sent to Charleston by rail from Mobile.

The men who experimented with the boat in Charleston Harbor found it to be a dangerous craft. As it lay alongside the steamer up and down the harbor, it was possible to say what became of the men who had given their lives to sink an enemy's ship.

After the hull of the boat had been recovered from the bottom, the inventor, Mr. Hunley, went to Charleston, taking with him Lieut. George E. Dixon, a young officer in an Alabama regiment, who had experimented successfully with the boat in the harbor of Mobile, and proposed to operate it for Gen. Beauregard at Charleston.

Lieut. Dixon made several descents in the boat in Charleston Harbor, diving on an occasion under a naval receiving ship at anchor in the channel and coming up safely.

Unfortunately, in the absence of Lieut. Dixon, Mr. Hunley attempted to handle the boat. With a crew of seven men, he descended in the harbor. Watchers on the wharves waited anxiously for the reappearance of the boat on the surface, but in vain. When, after several hours, the boat was brought to the surface, her crew and the inventor were found to be dead. They lay in attitudes which showed they had fought to open a manhole by which to escape. The faces of all presented pictures of despair.

Men Warned of Danger.

After this accident Gen. Beauregard refused to permit the use of the boat again. As originally designed, the boat was to be a torpedo sloop, and, approaching a vessel, was to dive beneath it, rising to the surface beyond and dragging the torpedo against the ship's side.

Lieut. Dixon persuaded Gen. Beauregard to permit him to use the boat against the Housatonic in a way not previously tested. A spar torpedo was affixed to the forward end of the boat, and, pushing this before it, with only the tops of its manholes above the water, the boat approached the ship in the manner described.

Lieut. Dixon had been warned by one of the men who had made the attempt against the Ironsides that he ran the greatest risk of being carried down with the Housatonic if he could succeed in exploding the torpedo against her side.

Men who saw the gallant young Alabamian officer go on board the torpedo boat at Sullivan's Island on the evening of his rash exploit said good-bye to him as to one who was going to certain death. Already the Hunley, as the boat was called, had drowned thirty-three men. She was a veritable coffin to this brave officer and his men. Their names are given in the records as Arnold Becker, C. Simpkins, James A. Wicks, F. Collins, and R. R. Ragsdale, all of the Confederate navy, and Corp. C. F. Carlsen, "of Capt. Wagner's company of artillery."

Tomorrow's Value of Confederate Currency Cut a Third.

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WASHINGTON HERALD, Feb. 17

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F. G. SMITH PIANO CO., 1217 F St. N. W.

CHAS. M. STIEFF, PIANOS, 1008-1010 F St. N. W.

ADAMS NEWS DEPOT, 618 and G Sts. N. W.

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ADAMS NEWS DEPOT, 1008-1010 F St. N. W.

W. B. HOLTZCLAW, 1705 Pa. Ave. N. W.

E. J. ERVIN, 14th and Harvard Sts.

**ALADDIN UP TO DATE.**

Laborers Wish for Pie and—  
Philas—Get Them.

New York, Feb. 16.—Aladdin and his lamp had nothing on a gang of Broadway snow shovelers today.

While the hungry men were admiring a luscious display of pies and cakes in the windows of a fish restaurant, their mouths fairly watering, the pies suddenly leaped out into the snow.

Incidentally the plate glass came with them, along with crockery, pots, kettles, and pans. Next came the patrons of the eating house.

The last through was the cook. The gas range blew up.

The snow shovelers unanimously declared that it's an ill gas range that blows nobody any good.

**Motion Picture News A Daily Feature**

This daily news feature of The Washington Herald is a benefit of everybody interested in motion pictures.

Suggestions, comments, criticisms, inquiries, and questions invited. Address communications to Motion Picture Editor, Washington Herald.

Norma Phillips, who, as "Our Mutual Girl," was thrown into the Central Park last week, celebrated her recovery by regaining her role in the picture and being presented to Andrew Carnegie in front of his New York mansion. In the first place, she had been in the picture, and in the second place, she had devised a new scheme for marketing vegetables. Eight years ago Mrs. Fullerton and her husband took charge of an experimental farm on Long Island. The railroad sent them there to see whether the soil, which had been produced from the mining but scrub pine in that particular section, could be made to grow vegetables. They were equipped with what an ordinary farmer would have to work with; no more, because it was the very purpose of showing what ordinary farming could accomplish that they were sent there.

It didn't take them long to prove that good vegetables could be substituted for scrub pine on that soil. But having raised their crops, they found they had solved only half their problem. A crop was no good without a market. They were less than two hours from the city, but the peculiar dispensations of commission men, the farmers of that section couldn't get for their produce prices that would pay for packing and shipping.

Their "Home Hamper."

At this stage of the game the Fullertons devised what they call the "home hamper." It is a light wooden box, which six wooden baskets are packed in two layers. Of course, the contents of the hamper vary constantly. Each basket contains four quarts of vegetables or fruits. Unless specially ordered, there will be one basket of fruit and five of assorted vegetables.

Having figured out this scheme, the Fullertons sent a few hampers to friends in town with a note saying that if the recipients thought the contents were worth \$1.50 they might send the money. If not, please to accept the hamper with Fullerton compliments. In every case the money was sent, accompanied by orders for more home hampers. And now the farm is literally swamped with these orders.

That was before the days of the parcel post and of reduced express rates. Under present conditions the scheme works all the better. It has been taken up by farmers in all parts of the country and "home hamper" promises to be a boon, not only to the farmer himself for himself, but also to the consumer furnished for really fresh vegetables.

"Herself" is used with intention in this case for this hamper project is particularly adapted to women farmers. A young woman who has taken it up sends a printed slip each week to her customers. They check off the vegetables and fruits they want to order and these are packed in the hampers and sent according to directions. Vegetables picked in the morning are delivered by express the same day and the purchaser is saved the trouble of going to market. These hampers, which are packed with special vegetables ordered by the purchaser, are \$1.50 each, but the others are \$1.50 each.

Home hamper business offers a splendid outdoor occupation for a woman," says Mrs. Fullerton. "But she must remember three things. She must wear a large city, she must have a small place in which to cultivate extensively, and she must dress suitably. A skirt has no place in an intensive market garden. It takes up about three times as much space as the woman herself does. Except of course, some of the recent fashions in that line. But I'd like to see a woman in one of these garments try to pick peas or to weed onions. Blouses and long leggings are the proper costume and they are both modest and sensible.

Team Work.

"The best way for women to do is to 'double team' it. That is, have a partnership with some other woman. The ideal arrangement is for one woman to be either scientifically or practically educated in the cultivation of agricultural crops, while her partner should be competent to run the indoor end of the establishment. One of the latter's jobs will be to 'jar' the surplus produce.

There are always mis-shapen and defective fruits and vegetables which, like homely human beings, are as good at heart as their handsome neighbors. Small ears of corn and uneven tomatoes are the chief offenders. These, of course, are surplus in some vegetable or fruit. These should be canned, or 'jarred,' for winter use. Last year from our 15-acre farm, I had 5,000 ears of corn surplus. If I were starting the home hamper business in some place where I wasn't

# WOMAN AND THE HOME

WHO'S WHO AMONG WOMEN OF BIG ACCOMPLISHMENTS

Mrs. Edith Loring Fullerton Has Proven That Brains And Work Will Make Even Poor Soil Pay.

By MARY B. MULLETT.

Mrs. Edith Loring Fullerton is a woman who, working literally side by side with her husband, has accomplished at least two important things. In the first place, she has shown that brains and work will make even poor soil pay. And in the second place, she has devised a new scheme for marketing vegetables. Eight years ago Mrs. Fullerton and her husband took charge of an experimental farm on Long Island. The railroad sent them there to see whether the soil, which had been produced from the mining but scrub pine in that particular section, could be made to grow vegetables. They were equipped with what an ordinary farmer would have to work with; no more, because it was the very purpose of showing what ordinary farming could accomplish that they were sent there.

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**In the District Courts.**

Denying that he left his wife without cause December 31, Edmund W. McLaren yesterday filed his answer to the suit for divorce filed against him by Delphine E. McLaren, alleging that she "had been in the habit of inviting attention of another man, and of accompanying him to places of entertainment of questionable reputation, of writing and receiving from another man letters couched in the most intimate and endearing terms; of receiving presents of silken hosiery and other feminine wearing apparel from another man; and permanently the collision was taken in certain poses and costumes for the sole purpose of presenting them to her supposed affinity, and of representing herself as a single woman." He also denies that he left his wife without money. Mr. McLaren asks the court to dismiss her suit and enjoin plaintiff from annoying him.

Ten thousand dollars damages are asked by Elizabeth Spencer who yesterday sued the Washington Railway and Electric Company, alleging that March 5 last she was a passenger in a car of the Capital Traction Company when a car of the defendant company collided with the one occupied by her, throwing her to the floor and injuring her seriously and permanently. She also avers that she had taken place on B street northeast.

Paul Bailey, a conductor, was injured when his car struck an obstruction in the road throwing him from the car. Yesterday he brought suit against the District for \$25,000 damages. The accident, Bailey alleges, took place June 3 last near the Walter Reed Hospital.

The Fidelity Mutual Life Insurance Company yesterday filed suit against Robert H. McNeill, James W. McNeill, Robert T. Hough, Rose Browning, Llewellyn Jordan and Mabelle B. Remore for \$22,500 damages for alleged breach of contract. The company claims that April 12, 1912, defendants agreed to complete within nine months a fireproof hotel building at Silver Springs, but that they failed.

Henry F. W. Achterkirchen, by his will dated December 8, 1905, filed for probate yesterday, devised all his real estate to his wife, Katie Achterkirchen, for life and widowhood, and in case of her death or should she remarry, the property is to go to her children, Willie and Fritzie Achterkirchen. All personal property and money is given to the wife for life. The company claims that April 12, 1912, defendants agreed to complete within nine months a fireproof hotel building at Silver Springs, but that they failed.

Eileen W. Padgett, by her will of July 5, 1912, leaves her estate to be divided equally between her children, Edward Riddle, Henry Hyde, and Helmita Padgett. Edward R. Padgett is named executor.

The will of Florence Tron Baxter, widow of Dr. Joseph H. Baxter, dated December 16, 1912, was recorded yesterday. Part of the estate is to go to the American Security and Trust Company.

**PRIEST'S ASSAULTS INDICTED.**

Riot of Parishioners Results in 100 True Bills.

South Bend, Ind., Feb. 15.—Warrants were issued today for the arrest of fifty men and women of St. Casimir's Catholic Church, who were identified as leaders of yesterday's riot in which 100 persons were hurt and the house of Rev. Father Stanislaus Gruszka, adjoining the church, was wrecked. More than 2,000 persons, most of them women, took part in the rioting. A few shots were fired, but Mrs. Anna Kowalski received the only fatal wound.

The trouble in the church started more than a year ago with the appointment of Father Gruszka as pastor of St. Casimir's. The congregation refused to accept him. The matter was carried to the papal delegate in Washington. Yesterday afternoon Father Gruszka attempted to enter his house with a police guard. He was stopped by the priest's house, stopping only at a crucifix under the portraits of Pope Leo XIII and Pope Pius X.

**THE change may be critical and cause untold suffering in after life. The modern woman is often a "bundle of nerves"—"high strung"—fainting spells—emotional—frequently blueed and dissatisfied with life. Such girls should be helped over this distressing stage in life by a woman's tonic and nerve—tonic that has proven successful for over 40 years.**

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It is now obtainable in liquid or sugar-coated tablet form at the drug store—or send 50-cent stamp for a trial box, to Buffalo.

Every woman may write fully and confidentially to Dr. Pierce and Specialist at the Invalids' Hotel and Surgical Institute, Buffalo, N. Y., and may be sure that her case will receive careful, sympathetic, confidential consideration, and that experienced medical advice will be given to her free.

**to Womanhood**

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